

**Serial No.:** 10/812,467

**Filing Date:** 3/30/2004

**Office Action Date:** 10/31/2007

**Amendment Date:** 12/20/2007

**III. AMENDMENTS TO THE DRAWINGS**

None

**Serial No.:** 10/812,467

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**IV. REMARKS/ARGUMENTS**

Subsequent to the subject office action, claims 1, 10, 11, 13-18, and 27-39 remain under consideration. Claims 1, 10, 11, 13-17, and 27-36 stand rejected. Claims 18 and 39 stand allowed. Claims 37 and 38 were objected to. Claims 10, 11, 13, and 15 have been amended, claims 1, and 27-38 have been canceled, and claims 40-51 have been added. Reconsideration of claims 10, 11, 13-17, and 40-51 is respectfully requested in view of the amendments and remarks in this response.

**Allowable Subject Matter**

Applicant notes and appreciates recognition of the subject matter of claims 37 and 38 as allowable if rewritten in independent form including all of the limitations of the base claim and any intervening claims. Claims 37 and 38 have been canceled and rewritten - claim 37 as an independent claim 40 including all limitations of claim 1 and claim 37, and claim 38 as claim 41 depending from claim 40.

Claims 27-36 have been canceled and rewritten as new claims 42-51, respectively, and now depend directly or indirectly from new allowable claim 40 with additional limitations.

Therefore, new claims 40 and 41 fully comply with the requirement of form expressly set forth in the subject office action and are in condition for allowance. Claims 42-51 depend directly or indirectly from allowable claim 40 with additional limitations and therefore are similarly in condition for allowance.

Applicant has amended claim 10 to recite language similar to allowed claim 37 (rewritten as new claim 40). Specifically, claim 10 has been amended as follows:

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10. (Currently Amended) Method for controlling regeneration of a NOx trap comprising:
- estimating an accumulated NOx in a NOx trap located in the exhaust path of an engine;
  - defining a stratified engine operating region as the only region in which stratified charge combustion mode is enabled;
  - defining an area of low engine speed and engine load, wherein stratified charge combustion mode is highly preferred; and,
  - hastening regeneration of the NOx trap by reducing the size of the a stratified engine charge operating region of the engine when the accumulated NOx exceeds a first threshold value and initiating regeneration when engine speed and engine load do not fall within the stratified engine charge operating region of the engine is exited; wherein reducing the stratified ~~charge~~ engine operating region comprises reducing engine speed and engine load at which ~~to operate~~ the engine operates in stratified charge operating mode.

Applicant believes that the amendments to claim 10 to be consistent with the limitations incorporated into the combination of claims 1 and 37 (rewritten as claim 40) indicated as being allowable in the subject office action. Amendments to claim 10 are believed to merely bring claim 10 into compliance with the requirement of form expressly set forth in the subject office action with respect to the allowed claims, including claim 37 (rewritten as claim 40). Therefore, applicant respectfully requests entry and consideration of the amendments to claim 10 and allowance of the claim as amended. Claims 11 and 13-17 are dependent from claim 10. Claims 11, 13, and 15 have been slightly amended to reflect formalities deemed appropriate in light of amendments made to claim 10. In light of the foregoing reasons and anticipated allowance of claim 10, applicant respectfully requests

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**Amendment Date:** 12/20/2007

entry and consideration of the amendments to claims 11, 13, and 15 and reconsideration of the rejections of claims 11 and 13-17 and allowance thereof.

### **Conclusion**

The Examiner is encouraged to contact the undersigned attorney at the phone number appearing below if any questions remain subsequent to considering this response.

Any fees associated with this response may be charged to General Motors Deposit Account No. 07-0960.

Respectfully submitted,

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